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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Moscow Oblast)	REPORT	
SUBJECT	Area Description of Krasnogorsk and Vicinity	DATE DISTR.	20 July 1954
DATE OF INFO.		NO. OF PAGES	9
PLACE ACQUIRED		REFERENCE NO.	RD
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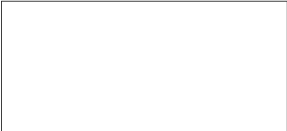
THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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2. On page 5, point 22, read Opalikha for Opalicha.

1. Comment: On page 5, point 24, Soviet Council probably 50X1-HUM
means Rayon Soviet. 50X1-HUM
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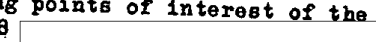
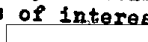
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List of Installations and Points of Interest

1.  sketch showing points of interest of the area surrounding Krasnogorsk (See page 8  Moscow (7240), Scale 1:100,000, 0167-9998-100). The city of Krasnogorsk, its municipal installations, and other points of interest are located in the immediate vicinity of Zavod 393. 

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Point 1 City of Krasnogorsk

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The city of Krasnogorsk and Zavod 393 are located approximately 50 meters above the Moscow valley and about 23 km west of Moscow. The population of Krasnogorsk is approximately 15,000 and about 4,000 of these work at Zavod 393. The city consists of approximately 30% brick structures and 70% wooden houses. The small damage to the city, caused mainly by German artillery during World War II, has been repaired. There is electricity and running water,

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but no gas. The section of the city nearest to the Zavod is the most representative part. Krasnogorsk has no railway station, and all rail traffic, with the exception of freight traffic to Zavod 393, is routed through Pavshino, (see Point 12) approximately 1½ km south of Krasnogorsk. No other factories are located in Krasnogorsk.

Point 2 Zavod 393

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Point 3 Aerial Observation Post

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This post, an off limit area for unauthorized personnel, is located on the top of a hill approximately 2 km east of Zavod 393.

Point 4 Church

This church, located in the village of Spas, is used as a military installation. Troops and vehicles have been observed there since 1947.

Point 5 River Boat Landing Pier

This pier is used by tug boats to unload coal, lumber, and building materials. There is no passenger traffic.

Point 6 Factory Buildings

The manufacture of textiles, such as stockings and sweaters, takes place in two or three brick buildings.

Point 7 Airplane Engine Factory

A large fenced-in factory area is located seven kilometers east of Krasnogorsk on the northern end of the village of Tushino.

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enormous noise of airplane engines on test stands. In favorable weather this noise could be heard clearly in Krasnogorsk.

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Dipl. Ing. SEEMANN
He had been deported to the USSR as political prisoner from the Zeiss Works in Jena where he was chief of the electro laboratories until the end of World War II. He now works in Tushino.

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Point 8 Ferry

A hand operated ferry, equipped for two trucks or passenger cars, crosses the Moscow River, which is approximately 100 to 120 m wide at this point.

Point 9 Moscow River

The Moscow River is navigable from Rublevo (Point 20) downstream to Moscow. Tugboat traffic is moderate, with no apparent passenger traffic.

Point 10 Road

A paved road, 6 m wide in good condition and passable throughout the year, leads from the Moscow-Riga highway to the city of Krasnogorsk. Traffic is moderate.

Point 11 River Boat Landing Pier

A pier, of primitive construction used to unload coal, lumber, etc., is located on the edge of the village of Pavshino. Unloading equipment is not available, and all work is manual.

Point 12 Railroad Station

A one-story, brick railway station on the main Moscow-Riga line, serves the village of Pavshino and the city of Krasnogorsk. Krasnogorsk has no railway station of its own. Express trains do not stop there. Local passenger trains arrive at one hour intervals from both directions, meet at the station, which has two standard gauge railway tracks, and continue on the single tracks in both directions.

Point 13 Factory

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A newly erected, large, four-story brick building is in operation.

guarded.

The plant is

Point 14 Road

An eight-meter-wide, well maintained road leads from Rublevo to Moscow. armed police posts at regular one-kilometer intervals along the entire road.

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Point 15 Military Barracks

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Five to seven one-story wooden barracks, each about 20 meters long and 5 meters wide are in an area which has been fenced in with 2 m high boards. At this installation, which has been in existence since 1951, frequent drilling of recruits.

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Point 16 Factory

Older factory buildings are located within a large fenced-in area on the southwest edge of the city of Rublevo. severe security precautions. Armed police guards are posted in front of a 3 meter high wooden palisade in view of each other. Plant area borders the Moscow River on the northwest, and it is prohibited to row or swim in this police-protected river area. The southwest area of plant is difficult to survey because of the structure of terrain and heavy shrubbery. Source has never been able to learn about the activities of this highly guarded factory.

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Point 17 Road

A 6-meter-wide paved road in noticeably excellent condition runs from the crosspoint of the Rublevo-Moscow road to fork leading north to Il'inskoye. Along this entire stretch are telephone booths spaced 500 meters apart and double posts of police also 500 meters distant from each other patrol area.

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Point 18 Bridge

A 10-meter-wide bridge over the Moscow River represents the first passable traffic span over the Moscow River upstream from Moscow.

Point 19 Sanatorium

Two large four story brick buildings serve as a hospital and sanatorium for high Soviet military officers.

Point 20 Foot Bridge

A 2-meter-wide foot bridge over the Moscow River indicates the end of navigability of the river upstream.

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Point 21 Factory

Several one-story, 100 meter long workshops and one three-story brick building are located in a fenced-in area, lightly guarded with plant police. This factory, which has railway connection with the main railway line from Moscow to Riga, is in operation. [redacted] 50X1-HUM

Point 22 Village

This village is called Opalicha, and not Gorenoscovo as indicated on map. The Soviets call this village Opalicha, and this name is inscribed on the railway platform. The entire village consists of wooden homes only.

Point 23 Railroad

The single track, standard Soviet gauge railway for passenger and freight trains is electrified from Moscow to Dedovsk, approximately 30 kilometers northwest of Moscow.

Point 24 Buildings

A group of four story older brick buildings house the post office, police station, city jail, and offices for the Soviet Council for the Krasnogorsk area. All buildings are located in and serve the Krasnogorsk district. [redacted] regular police guards, but no special security measures in and around any of these buildings. 50X1-HUM

Point 25 Road

An 8-meter-wide, paved highway in fair condition leads from Moscow to Riga. The traffic was light.

Point 26 Military Radio Station

About 10 wooden masts up to 20 m high with various antennas, next to a group of perhaps three smaller buildings, are located in an area approximately 200 x 200 m. This area is surrounded by a wire fence, and the entrance gate is under guard, with approximately 40 to 50 soldiers in the area.

Point 27 Village

Village of Anizino, population 100 - 150 people.

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Point 28: Village

The village of Chernevo has a population of 800 -1,000 inhabitants, mostly farmers. All homes are made of wood; electricity is available but water must be carried from public wells. Church tower of village was removed by the Soviets and a platform installed instead. No equipment was observed on the platform. The church is used by the Soviets as a military installation. Source observed 40 to 50 soldiers. A 2-meter-high fence made of planks surrounds installation.

Point 29: Tank Trap (constructed during World War II)

An 8 - 10-meter-wide, and approximately 1 1/2-kilometer-long ditch, with depth varying from 2 - 3 meters runs northeast to southwest from the Moscow to Riga road (point 25) to the immediate vicinity of lake.

Point 30: Settlement

Approximately 25 new two-story residential buildings, some of wood and others of brick, were built by Zavod 393 for employees and workers. This settlement is called "Prutshaty" and all German specialists with families lived there.

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Point 31: Roads

6-meter-wide dirt roads connect Krasnogorsk with the Moscow to Riga highway (point 25).

2. The German group departed from Krasnogorsk on the evening of January 18, 1952. Their train proceeded from Pavshino to Istra (20 km west of Moscow) on the main Moscow to Riga line. They passed Istra around 2100 hours. The train stopped shortly before midnight at Kubinka, (25 km west of Moscow) situated on the main railway between Moscow and Smolensk. In order to proceed from Istra to Kubinka, the train must have used a new rail connection between these two points which is not indicated on map (see: HW 37-1, A.M.S. Series H501, scale 1:250,000).

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impossible that the train could have made a switch from the Moscow-Riga tracks to the Moscow-Smolensk tracks by way of Moscow in so short a time.

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Security Measures

3. [redacted] not permitted to leave the immediate vicinity of Krasnogorsk without special permit. but [redacted] others, violated

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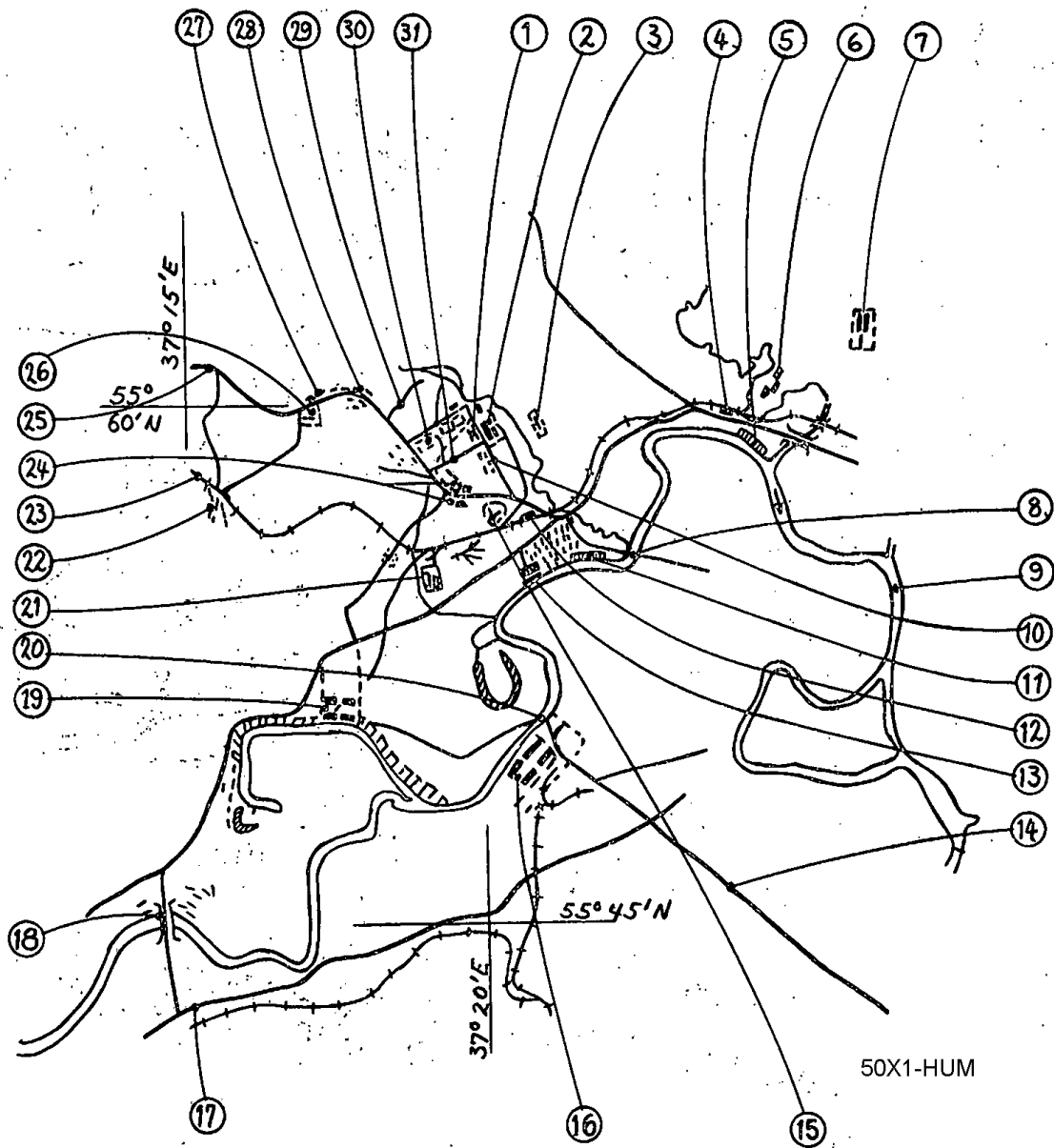
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